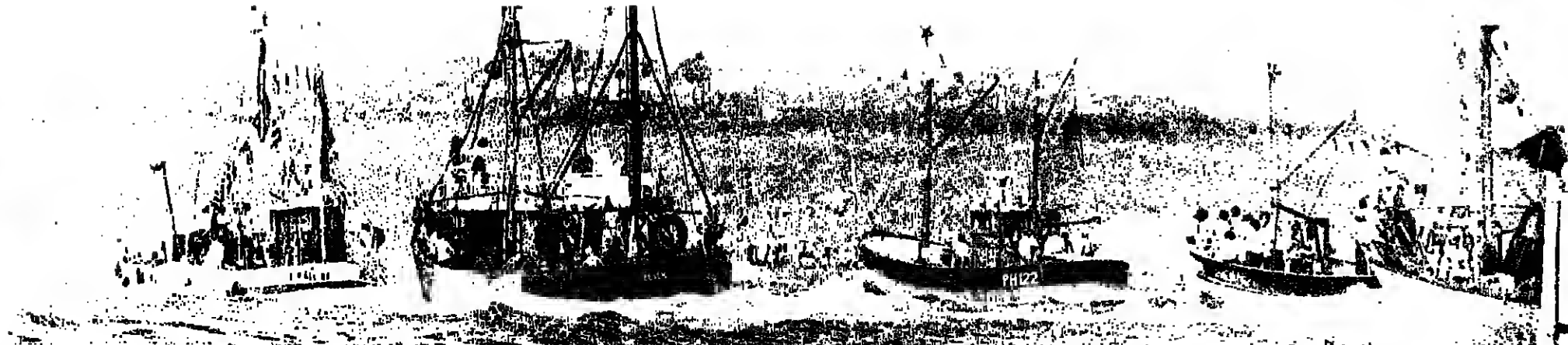


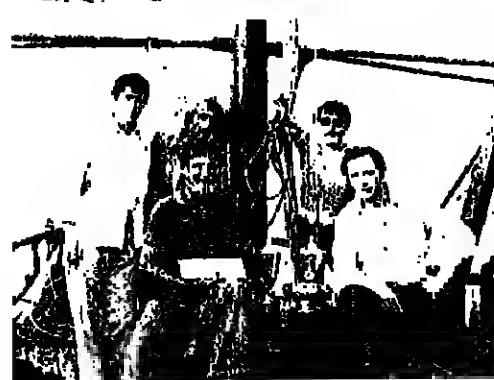
Continued from page 18

1



BRIXHAM TRAWLER RACE

Clean sweep for home boats



The happy faces of Group II winners (above) who powered home in the Brixham-registered *Lady Iris* (below).

A cluster of five boats under full power battle for honours in the Brixham trawler race staged last Saturday. Perfect conditions and some good handicapping provided an exciting spectacle for spectators.



Above: Terry Ekers and Chris Knapman with a cluster of trophies after winning the crabbers' section in the 39ft. *Silver Spray* (below).



The group 1 winning combination of Jim Moore (above) and *Mascotte* (below).



BRIXHAM CRAB fisherman, Terry Ekers (35), hauled a silver pot last Saturday. With his partner, Alf Jones, and crewman, Chris Knapman, he took the *Fishing News Crabber Trophy* when the 39ft. *Sea Spray* powered home to a great class win in the Brixham Trawler Race last Saturday.

It was seventh-time lucky for Terry, who has been a regular competitor in the race. "We used no special tactics," he said. "We just opened her right up like we do when fishing and our Baudouin 160hp engine did the rest."

Sea Spray, built in 1966 was one of three winners all from Brixham. Group 1 (under 9 knots) and group 2 (over 9 knots) provided a winning double for Dorman engines.

The group 1 winner *Mascotte*, with Jim Moore in command, went past the line only just ahead of *Sportacus* and *Our Adriatic*. The handicapping was really tight and Jim Moore readily admitted that if the race had gone another quarter mile, then he would have been well down the field.

Just two weeks ago *Fishing News* spoke to Jim Moore aboard the 54ft *Mascotte* at a time when he was depressed about poor fishing and high expenses. At least now a holiday abroad at the expense of Pontin's, as part of his winnings, means he can forget fishing for a while.

In class 2 *Lady Iris*, owned by the Target Trawling Company headed off *Anjoline* and *Tholosa* for a great win.

A field of 55 boats turned out for the race, which was run over a 14-mile course around Torbay in perfect conditions. The bright sunshine brought out the crowds who lined the cliffs for a view of the race.

In attendance this year was the fisheries protection vessel, HMS *Shovington*, which provided a hospitable viewing platform for invited guests.

At a ceremony on the old Brixham fish market in the evening following the race, Lady Bennett, wife of Sir Frederic Bennett, MP for

Torhay, presented the prizes. In a speech, Sir Frederic Bennett paid tribute to the sponsors of the race - Wundpats Ltd., of Torquay, which at late notice came in to save the event. He also thanked the captain and crew of HMS *Shovington* and said that the Fisheries Protection Squadron would play an even more important role when this country extended her fishing limits.

This year, the Cunningham Cup for Brixham's top-cruising vessel was presented to John Pokes and Cliff Pender in *Jonnie Morie*. In the race, the 101ft *Jonnie Morie* found the going hard as she fought to overcome a 51 minute handicap. She finished last in Group 2.

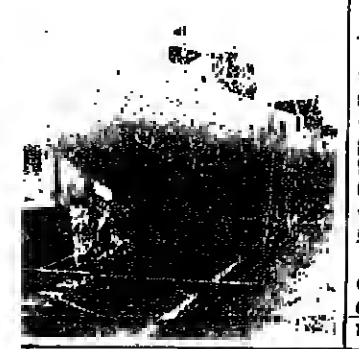
July 2, 1976.

'Bushell' to sail again

STEPS are being taken to restore the 97ft. trawler *Roger Bushell* to working order after she has been laid up in Milford Haven for two years.

Previously owned by Kilvey Trawlers of Swansea, *Roger Bushell* caught fire shortly after starting fishing from the Welsh port and has since laid in a sorry state at the dock.

This wooden vessel, originally built as an Admiralty MFV, is thought to have been bought by a syndicate of Swansea men who hope to restore her to working condition again. She has been put on the slipway in Milford docks (see picture).



Steering sabotage?

BRITISH Transport Docks Board Police were called out to Grimsby's BUT middle water trawler *Ross Jaguar* in the River Humber when her steering gear was found to be damaged shortly after she sailed for the Foros on June 24.

The 131ft. vessel was forced to drop anchor in the mouth of the Humber and detectives interviewed crewmen aboard the vessel.

Later, engineers from BUT carried out temporary repairs and the vessel returned to Grimsby on the afternoon tide. The police investigations were still continuing at the weekend.

FISHING NEWS

£45,345 ICELAND TRIP FOR JACINTA

AN EXCELLENT catch by the stern trawler *Jacinta* was the highlight of landings at Fleetwood last week.

Skipper Bill Taylor worked Iceland in the vessel before returning with a near-capacity catch of 2,425 kits, including more than 1,000 of cod and 600 of coley, which sold for £45,345.

This was one of only three Iceland catches landed at the port during the week.

The side trawler *Elle Hewett* (Skipper Jim Buckley) landed 947 kits which made £18,859 and the small stern trawler *Norino* (Skipper Frank Wilson) hit a good mark when she landed 933 kits, including more than 600 of cod and 100 coley, which sold for more than £19,000.

It became quite evident during the week that the enforced switch to middle water fishing for

vasaals which formerly worked Iceland is taking its toll of grossings.

The stern trawler *Armena* (Skipper John Burns) made only £11,463 when she landed 594 kits, while another stern trawler, *Boston Stirling*, landed 571 kits, including 35 of hake, more than 150 of cod, 40 of haddock and 140 of coley, which sold for £10,974.

These daily averages were far below what would have been expected on a normal Iceland voyage.

Part of the reason for the

comparatively low kit averages returned by middle water voyages was the big supply of coley which resulted in prices for the variety ranging from only £7 to £12 a kit.

Top catch in this section was that of the 132ft. side trawler *Wyre Revenge*. She landed 663 kits, including 240 of cod, 70 of haddock, 250 of coley and 30 of dog, which sold for £12,044.

In the 100-110ft. class the stern trawler *Resound* (Skipper Charlie Pook)

landed 525 kits, including 15 of hake, 45 of cod, 40 of haddock and 360 of coley, which made £8,680.

But if the coley market was well down, demand for cod was good throughout the week - one of the reasons being excellent quality.

This was especially true of the pocket trawler *Craigmillar's catch*. The vessel worked the Irish Sea grounds before returning with 173 kits, including more than 130 of cod, which sold for £4,153.

Allard's port record

FOR THE third successive week Grimsby's seller owners and agents, Allard, Hewson & Co. Ltd., established new company record grossings. Now it has the port record too.

Beverley (Skipper John Stringer) hit Monday's market with 460 kits to gross £9,294 after a 13-day trip.

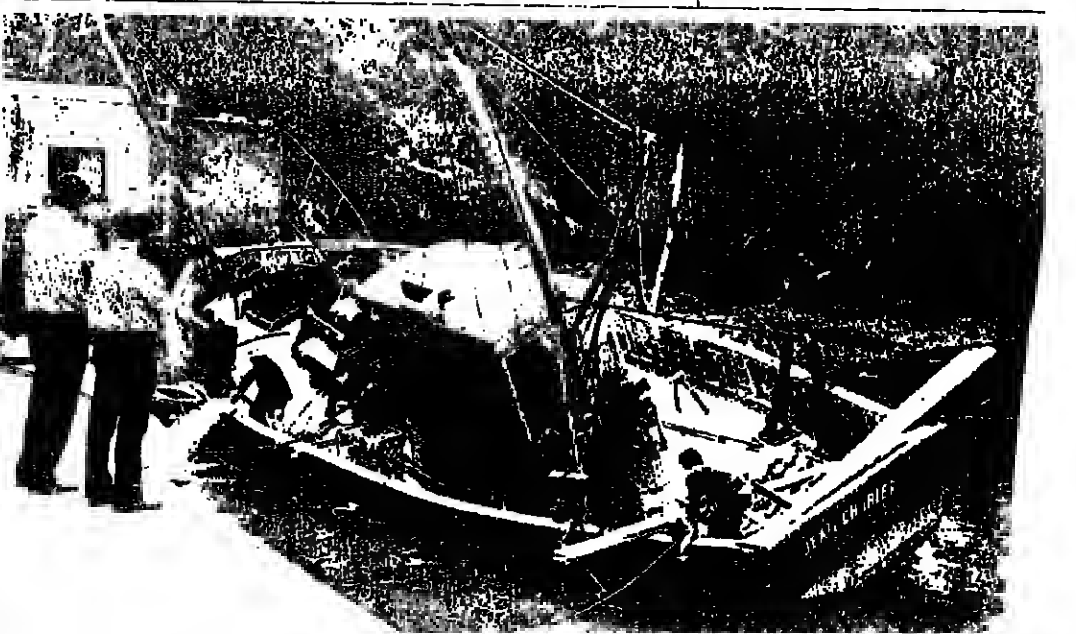
Earlier, Skipper Jorgen Olesen in the 49-ton *Gladnes* topped the £8,000 mark for the first time in the company's history when landing a 374-kit catch in Hull on June 23. The grossing was £8,333. *Fresio* had earned £5,600 on July 21.

Three-hour pump out

FIREMEN spent three hours pumping water from the 21-ton trawler *Jean Charles* (see right) which had keeled onto her side.

The trawler, owned by Mike Spencer, was beached for a survey. A support beam slipped in the soft ground, damaging the hull above the waterline. The hull then filled with water on the incoming tide.

Once pumped out and refueled, *Jean Charles* was towed to the Falmouth Boat Co.'s repair yard at Fushing. Mike Spencer hoped the boat would be working within a week.



COMMENT

Back-down on limits

JUST WHAT kind of cat-and-mouse game does the Government think it is playing with the fishing industry? After all the previous grandiose statements about pressing for a 50 mile exclusive zone within an EEC 'pond', we now find Fisheries Minister, Fred Poat, watering this down to a rather vague 12-50 mile flexible zone.

All that Mr. Peart's supposed major statement achieved was to convince British fishermen that the Government is once again getting weak-kneed when it comes to negotiating on behalf of their industry. All this comes on top of a well informed newspaper report that the Government plans to ask for only a 12 mile zone around the Scottish west coast. With the Ministry refusing to confirm or deny the accuracy of this report, only the worst can be suspected.

Compounding this confused situation was Mr. Peart's rather grand summoning of 200 industry leaders to London on Monday to discuss a possible course of action for restructuring the fishing industry. Just how does Mr. Peart expect an industry to help make decisions on its future when he refuses to give any precise information about the areas of exclusive zones we will be negotiating for? No wonder many of the most articulate spokesmen in the industry remained silent at the meeting and went away in disgust.

Perhaps the most apt comment on Mr. Peart's performance in the House of Commons was made by a member of his own party, Mr. Norman Buchan (Renfrewshire W), who said: "If this retreat had happened before the negotiations with the EEC then, what in the name of God, will happen after the negotiations?"

If there proves to be only a 12-mile protected zone around the west coast of Scotland, it would mean throwing away one of the big hopes of British blue whiting. All the work and money being poured into the development of the vast blue whiting resource, would have been for nothing.

Once again, as with Iceland, it looks as though British fishing interests will be sacrificed in the name of international diplomacy.

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Why not have a plaice salad?

— asks a Grimsby merchant

WHILE temperatures soared into the upper 80s last week Grimsby was hit by a slump in demand for fresh fish. Quayside prices drifted down to spoil another spell of heavy landings.

Nevertheless, it could have on much longer, some of us bean much worse and, from could lose valuable trade," he said.

One encouraging factor to amaze from the week's trading was a big improvement in the Icelandic trips.

Sadly only five distant water vessels landed all through the week and the smallest catch (1,355 kts) from BUT's Lord Jellicoe (Skipper Mick Neave) grossed a reasonably healthy £29,057 after 22 days.

Top grossing went to BUT's Northern Gift (Skipper David Pulfrey) which had a 1,812 kit turnout to hit £34,126 when the marks were on the slide late in the week.

In the middle water section six vessels landed catches of over 1,000 kts, with the trawlers arriving at the beginning of the week making the most of the better markets.

THE Kirkwall trawler *Our Katherine* went aground on the notorious Scours of Cruden, two miles south of Cruden Bsy, on the Aberdeenshire coast last Friday. The six-man crew remained on board and attempts were made to refloat the vessel.

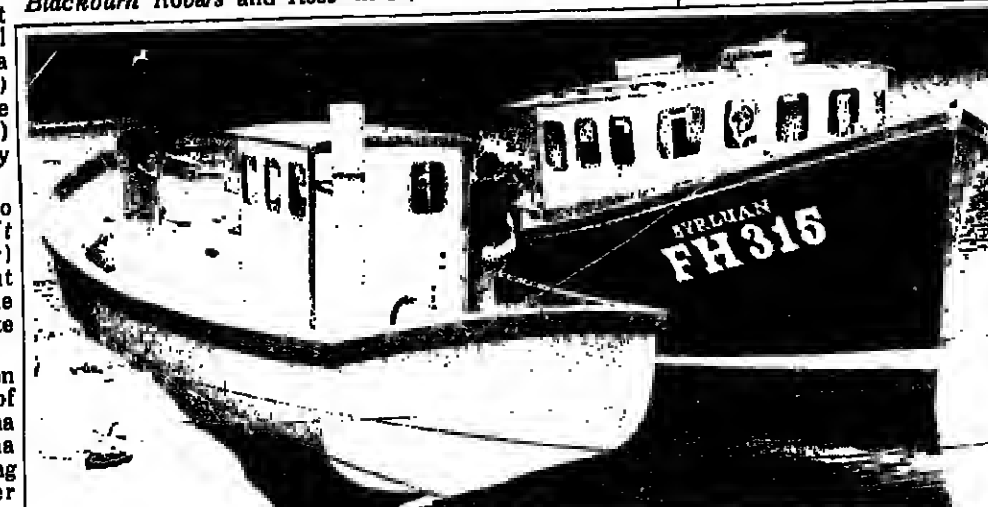
Our Katherine goes aground

Kashmir, now "demoted" to the Westcoast because of the cod war settlement.

On their maidens they could only muster 803 kts (£12,877) and 684 kts (£10,826).

A shoal of big catches from the seamen was headed by the Fleetwood vassal Charmor (Skipper Otto Jansen).

She had over 300 kts of cod and codling in her huge 380-kit landing which sold through the Richardson agency for a new Grimsby seinar grossing record of £21,168 after an 11-day trip; less than a week after Bekimad bed set a new record. This was, however, beaten on Monday (see page three).



Two firsts for a second double launch. *Byrlyan* is the prototype GM36 GRP boat and *Iles de Nord* the first GM32 with an aft wheelhouse. Both boats are seen ready for ballasting.

DTI stability data should be recast...

SIR, I would agree with the call by Mr. G. Cowen (*Fishing News Letters*, June 18) for guidelines for skippers in loading vessels at sea.

I have recently done some calculations for a skipper who was considering fitting some new equipment to his vessel. The results were very interesting and provided cause for thought.

A distance known as the Metacentric Height is used as an indication of the stability of a ship in a given condition of loading.

LETTERS

For this perilous vessel the stability data gave the Metacentric Height when leaving port, and when leaving the fishing grounds, to be over 3.2 ft. in both cases.

However, it is not normally in these conditions that a vessel fishing for white fish is most vulnerable.

The most dangerous time is when the vessel is newly arrived at the fishing grounds, having used up fuel steaming, and immediately hits fish in a big way.

Using figures agreed with the skipper as being reasonable for the amount of fish he might have on deck, and also bring inboard in one lift, the Metacentric Height was reduced by 29 per cent.

If the fish was not prevented from moving by pound boards, the Metacentric Height was less than half the figures quoted in the stability book.

If the vessel was also shipping water, the stability would have been further reduced, possible to a point where the ship was no longer safe.

I consider that the information presently provided for skippers is of little help and may well induce a false sense of security.

It would be far more useful to the skipper if they were told in the stability data for their vessels how many boxes (or baskets or units) of fish it was safe to have on deck in varying sea conditions and with varying amounts of fish already below, rather than talking of KGs and KMs, etc.

The necessary body of knowledge to draw up such guidelines already exists in those nautical colleges which have many fishermen among their students.

What is needed is for the Department of Trade and Industry and naval architects to abandon their more theoretical approach and to agree to recast the stability data in terms understood by, and useful to, the user.

D. Monro Clubb, Kils, Calthwaite.

Call to find new grounds

THERE has been a call by North Fyvie MP, Walter Clegg, for the Government to commission a study of the North Shields boat sank eight miles off the Tyne.

The 14-ton *Eventide*, owned by Skipper Larry Taylor, got into difficulties 12 miles out on Saturday last week when she began taking in water.

The two-man crew had just shot the net when the leak was noticed. They then radioed the coastguard for help and took to a life raft.

North Shields coastguard contacted the Associated Fisheries vessel, *Segtem*, which was fishing in the area and she came to pick up the crew.

Eventide, which was built in Ireland during 1943, was taken in tow by *Segtem*, but sank shortly afterwards some eight miles off Souter Point.

'REAL MADRID' FOR FALMOUTH? 140-footer to try mackerel

GRIMSBY distant water trawler owners Consolidated Fisheries Ltd. is understood to be preparing the 140 ft. side-fisher *Real Madrid* for mackerel fishing, probably from the west country port of Falmouth.

The move is seen as an experiment by Consolidated to discover alternative work for part of its distant water fleet and the vessel, currently undergoing the final phase of a major refit, will be equipped with a net drum and possibly other new gear.

No firm date could be ascertained for the beginning of the project, but it is unlikely to be delayed long.

So far the company has yet to reveal its full plans, but it has a fleet of 11 vessels and on allocation of only 80 days' fishing off Iceland under the Oslo deal.

This new approach to the "where to fish" problem has developed since the end war truce details were divulged. Grimsby's oldest firm of deep water trawler owners is known not to favour transferring vessels ad lib onto the middle water grounds, in particular to the Westcoast, which are already being heavily fished by most European nations.

The company has been forced to put *Blackburn Rovers* there as a stopgap and being laid up and the new *Real Madrid* about 18 months.

The 18-year-old vessel is now a strong candidate for repairs and could well join her five sister 'K' class' trawlers on the Westcoast in the foreseeable future.

The Boston Group, too, is hoping *Boston Comanche* might get back to Iceland this week now it has the July allocation to share out among its fleet. But, unfortunately, *Boston Boeing* has been tied up mending repair work which could put her out of action for several weeks, providing the company feels the present Icelandic returns and grossings make operating these big vessels viable.

Boston Boeing — now laid up at Grimsby with four other Boston Group vessels.



Boat sinks under tow

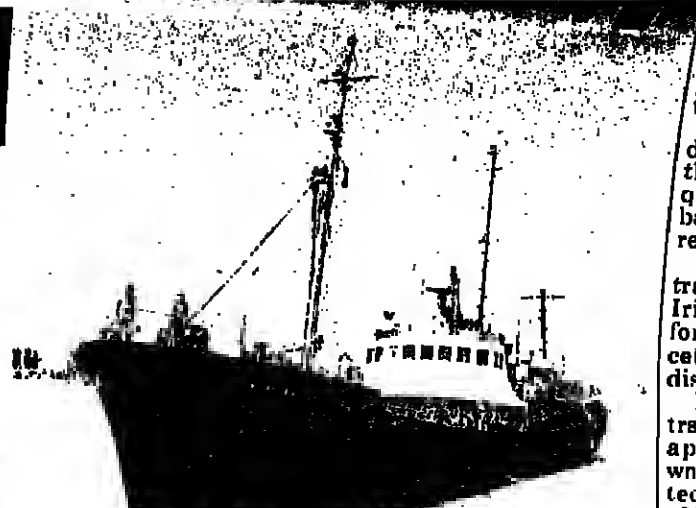
A DEPARTMENT of Trade Inquiry began last week to find out why a North Shields boat sank eight miles off the Tyne.

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Real Madrid — converting to fish mackerel.

Effort to close law loopholes

Against the backdrop of territorial waters.

The Naval officials are disappointed that some of their major oases have been questioned, apparently because of inadequate legal representation.

Somewhat ago a Russian trawler caught fishing inside Irish waters, and ordered to forfeit £80,000 in gear and catch, later had the charge dismissed on a technicality.

Recently the big Rumanian trawler *Negoiu* launched an appeal — which is still waiting to be heard on a technicality. In this case £38,000 is still lodged with the court.

Varying local standards within Irish waters.

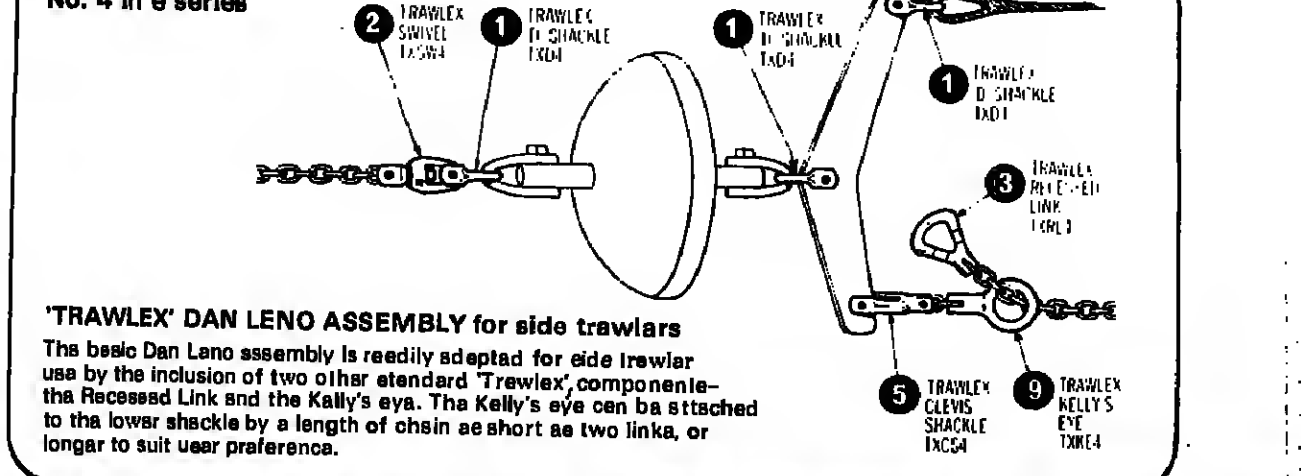


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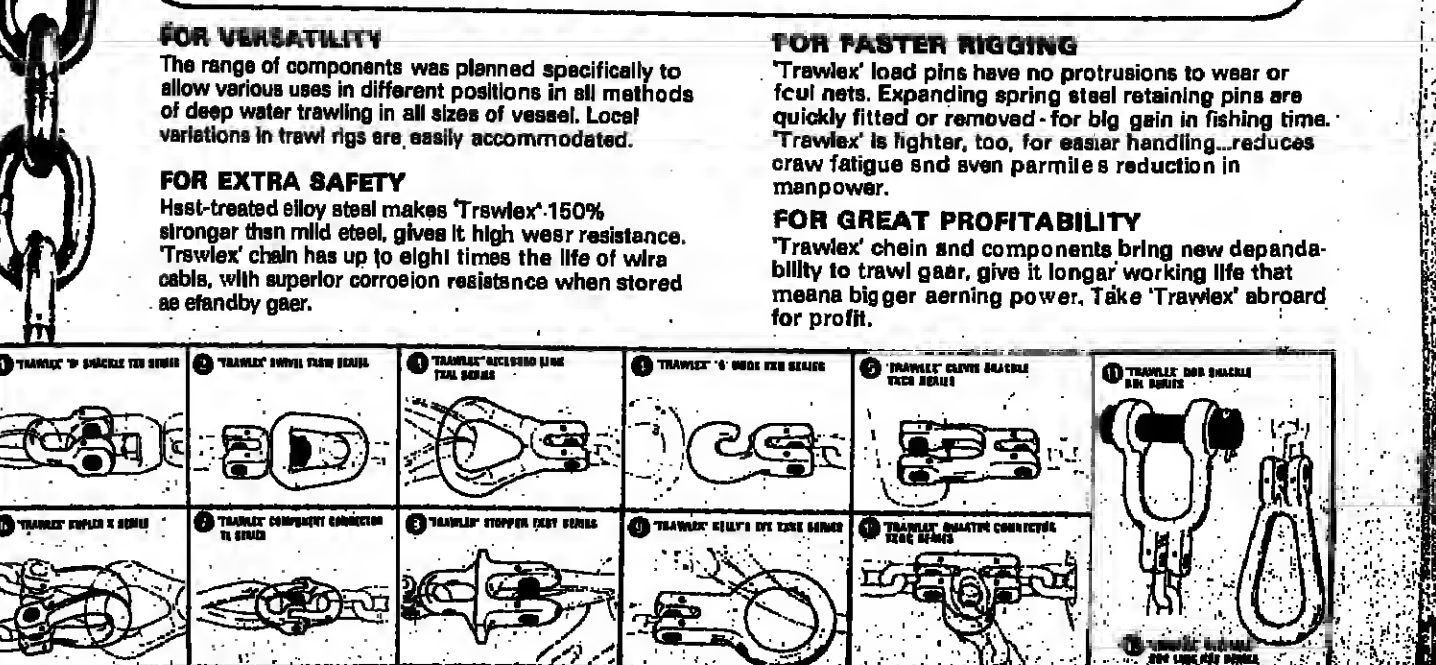
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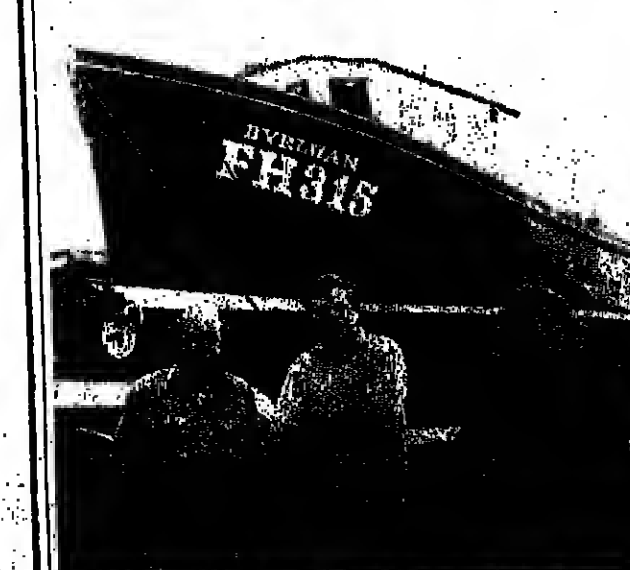
Yard's second double-launch

CORNWALL'S *Cygnus* Marine had its second double launch in two months when a 32-footer and the first of its 36ft. class went into the water together at Penryn quay last week.

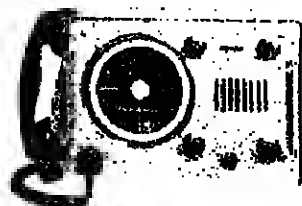
The 36-footer has been named *Byrlyan* and is owned by Skipper Colin Parker of nearby Flushing. A liner-trawler, her displacement is some 19 tons and she is powered by a Ford Sabre 108 hp diesel driving through a PRM 3:1 reduction gearbox.

A full report and pictures of *Byrlyan* will appear in *Fishing News* soon. After taking part in a local regatta at the weekend, the boat is starting operations; she has a

At *Byrlyan*'s launch are (left to right): Skipper Colin Parker and crew members Norman Lally and Stephan Rihorsdson. The fourth crewman is Roy Perry.



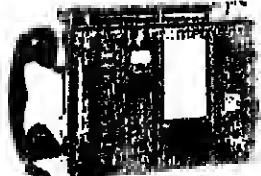
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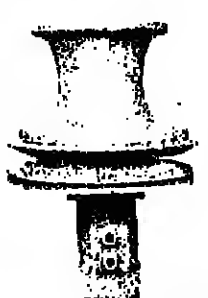
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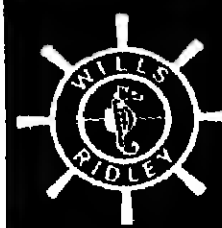


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HIGHLANDS BOARD BUDGET SWITCH

More cash to buy secondhand boats

FISHERMEN in the Highlands and Islands are buying secondhand boats in the 40ft. to 80ft. range and no applications for new boats in this category were received last year.

This is due to the high cost of new boats and the depressed state of markets, claims the Highlands and Islands Development Board's 10th annual report published on Tuesday.

The report says that 1975 has been a year of mixed fortunes for the economy of the Highlands and Islands. The western world and the UK economy endured the worst recession since the war with many traditional industries, particularly fishing, processing and boatbuilding, badly affected.

Although the American market recovered a little, demand for fish continued to be light while at the same time operational costs, particularly fuel, continued to increase.

Government subsidies assisted boats over 40ft. to contain operational costs, but boats under 40ft. were left to bear these increases.

MOVE TO CUT BACK GRIMSBY LUMPERS

A DISAGREEMENT has blown up at Grimsby between the local branch of the National Docks Labour Board and the board HQ in London.

The local body wants permission to cut the port's 280-strong lumpner force (fish porters) by about 50 men, but London has said it cannot sanction the move, which has TGUW approval, at this stage.

Any reduction in the numbers of lumpners must be made by voluntary severance and although the entire workforce is currently fully employed, due largely to a very busy period with the port's owners which lay up during the winter, the fishing vessel owners and the workers' union agree there is a case for a reduction.

Originally London suggested that any redundant lumpners should be transferred to the commercial docks as dockers, but this idea was dropped when estimates for an increase in dockers were found to be inaccurate.

Now the local NDLB is hoping to hear at its next meeting on July 16 that London has reconsidered the request and is prepared to allow the proposed decrease to go through.

WHITBY fishermen are to be given plastic curtains to protect catches from the sun.

A protest in a local paper invited the public to watch a demonstration of fish cooking by solar energy on the quay.

Fish prices, however, firmed up considerably in the last two months of the year and encouraged some optimism in the inshore industry.

The high cost of new fishing boats and the depressed state of markets again resulted in fewer fishermen in the Highlands and Islands buying boats in the 40ft. to 80ft. range.

Additionally, a reduction from 30 per cent to 25 per

cent in the rate of grant assistance available, and increases in interest rates, made it extremely difficult for crews to purchase new boats, and so the board received no applications for boats in this category. For the same reasons potential owners of smaller new boats had to change plans for buying new craft.

There had, however, been an increase in the number of fishermen seeking loan

assistance to purchase good quality secondhand boats. During the year, the board obtained the approval of the Secretary of State for Scotland for an increase in the secondhand boat allocation to replace the approval for new boats.

Financial assistance of £1,669,922 was approved for the fishing industry as a whole in the Highlands and Islands in 1975, a decrease of £366,000 compared with 1974.

The total sum approved to all sectors of the fishing industry since 1965 is now over £9,000,000, and the number of jobs estimated to have been created or retained is approximately 2,800.

During the year the board gave assistance in shellfish cultivation and fish farming, as well as attempting to assess the feasibility of an industrial fishery for blue whiting off the Western Isles.

At a conference in Inverness, the board's chairman, Professor Kenneth Alexander, said that the Highlands and Islands Development Board must be flexible and responsive to ideas, have good channels of communication with the people in the area and a personal, rather than an institutional, work style if it is to be fully effective.

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NEW FIRM TO RUN EX-GRANTON SHIPS

TWO former Scottish ships may be joining Fleetwood's near water fleet.

Now at the port are the former Granton trawlers, *Osprey* and *Merlin*, which have been bought by a plant and machinery dealer near Wrexham, Howard Williams.

Both vessels were formerly owned by British United Trawlers and it was expected that *Osprey* would be scrapped until Mr. Williams bought her.

First to arrive was the 109ft. *Osprey*, which was built at Hesse in 1960. She is now commanded by Skipper Harry Mansell.

The 108ft. *Merlin*, built at Aberdeen in 1960, had a big refit before BUT put her up for sale when it moved out of Granton. She is to be commanded by Skipper Harry Pook.

The vessels are to be renamed. *Osprey* becomes *Florabunda* and *Merlin*, *Harlequin*. They will fish under the ownership of a new company, Rose Trawlers. The names of the ships and the company have been chosen by Mr. Williams' wife, Hazel.

It has not yet been decided where the ships will operate from. "We shall have to see how things work out," said Mr. Williams.

This is his first venture into fishing and he decided on the vessels because their size is what many advocate will play the most important part in Britain's future fishing industry.

Mr. Williams said: "We are not rich concern, but we

thought we would give it a go. It is a big venture for us and we cannot afford to fail."

Both vessels are fitted for boxing catches at sea and this facility, which is not incorporated in any other Fleetwood vessel, will be retained.

Mr. Williams explained: "I have decided to retain this capability because I believe that boxing at sea will become more popular in the next few years."

Vessels of this size are already proving their capabilities at Fleetwood: the

Hazel Fishing Co. and the Hewett Fishing Co. operating four vessels of this type with success.

Fleetwood is still feeling the effects of the tying up of several trellers, with consequent cuts in employment.



Part of the fleet at Looe, Cornwall. Local boats now have berths allocated.

Berthing sort out at Looe

INCREASING congestion at Looe, Cornwall, has led to the allocation of specific berths for craft regularly using the harbour.

Some 32 fishing boats use the harbour as their home port, but many of these change from commercial fishing in winter to profitable sports shark fishing in summer, leaving only eight craft fishing year-round.

The allocation of berths is to ensure craft can discharge and leave harbour without difficulty. Although many boats have to berth alongside others, as far as possible these work together or at least are on similar types of fishing.

It is fortunate that the main fishing effort is during the winter months, because tourists during the summer make considerable congestion on the quay.

During the summer the main catch is shellfish and bottom fish, with a change to hand line mackerel fishing in winter. Most fish is handled by the co-op, Cornwall Fishermen Ltd., and travels by lorry to Plymouth market for sale.

Open day date set

SATURDAY, August 7, has been chosen for the traditional "Open Day" on the Grimsby fish docks when the public is invited to see for themselves how Grimsby's fishing industry operates.

As usual there will be a range of popular attractions and displays provided by equipment suppliers and the chance to board fishing vessels and other craft connected with the industry.

COMEBACK TRIP FLOPS

THERE WAS a disappointing return to sea for the trawler *Jadestar* *Gypsy* when she was forced back to Milford Haven last week after only seven days at sea.

The vessel, under the command of Skipper Jim Brodie, is owned by Hubert Jones of Swansea. She had been tied up for several months and, on her return to port, she landed only 27 kits which sold for £782.

It was also a disappointing week for 24-year-old Skipper Robert Foster in *Pictou Sea Eagle*. He has had a highly successful run of catches from the northerly grounds but, on his latest sortie, the

fish were scarce with the result that the vessel landed 119 kits worth £2,627.

On the same day there were better fortunes for the pocket trawler *Westerdale*, skipper-owned by Bruno Linke. This vessel landed 188 kits which sold for £3,047 — her highest grossing for some time.

Between them the vessels landed a total of 35 of haddock, 50 of cod, 10 of whiting, 35 of roker, five of turbot and brill, 20 of plaice and 20 of soles.

An excellent catch from the northerly grounds was landed by *Rosevear*, commanded by Skipper Alex Simpson. The vessel landed 189 kits which sold for £4,216.

Skipper 'Joe'

ONE OF the best-known figures in Milford Haven's fishing industry has died aged 70.

He was Skipper Joseph "Joe" Utting, who commanded vessels at the port up to last year.

Skipper Utting was born at Lowestoft, being a member of

OBITUARY

Milford Haven and continued vessels working in the fish trade. He was a successful skipper with the converted drift trawler *Willing Boy*, which he skippered successfully for some years.

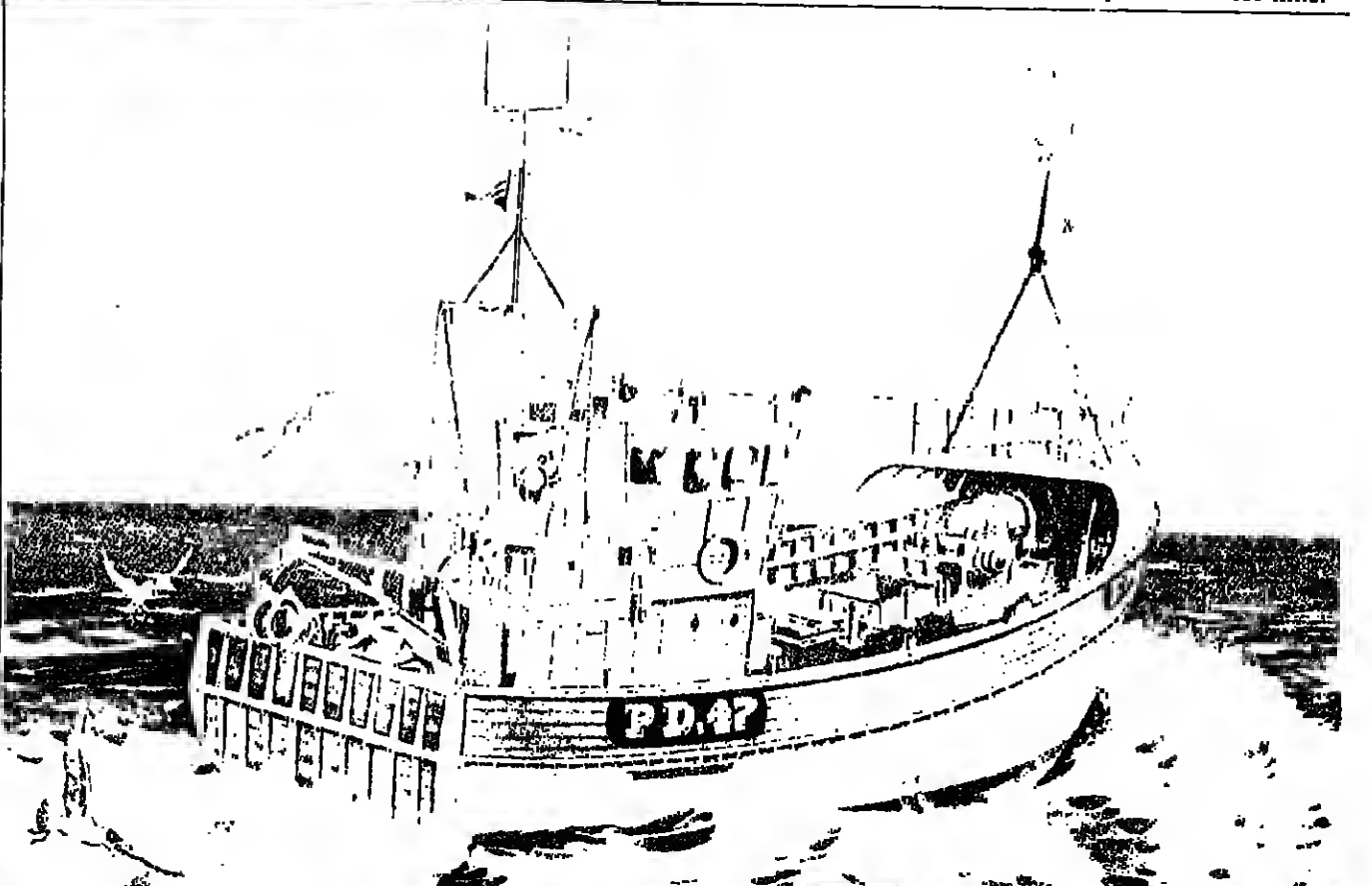
This vessel has now been scrapped, but Skipper Utting remained active in the industry in other vessels. He was one of the most renowned characters in the local fishing industry.

Winch accident

PHILIP John Haslam qualified electrician and (30), part-owner of the Lowestoft inshore liner *Sweetwaters*, died in Grimsby General Hospital on Thursday last week a few hours after an accident with a winch.

He had been discharging dogfish in Grimsby.

Mr. Haslam was a Grimsby for the first time.



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AT FIRST sight the new 65ft. wooden-hulled *Peterhead* vessel *Fruitful Harvest III* appears to be just another conventional Scottish seine netter.

However, Skipper Robert Reid has given a lot of thought to many aspects of her design and equipment, so she incorporates a number of interesting ideas.

Equipped for fly-dragging seine netting only, she has a three-drum system of rope storage reels from the Loasie Hydraulic Co. of Falkirk.

The chief advantage is that the presence of a third drum allows the ropes to be turned. When working the seine net, it is desirable to have the older coils of rope nearer to the net and the newer coils closer to the boat.

To achieve this, the fleet of ropes run out before the net is set ought to be turned between hauls, so that the newer coils will always run out first.

With the use of only two storage reels turning is not possible and, during every alternate haul, the older coils have to be run out first.

Using the three-reel system, after the gear has been hauled, the fleet of ropes is wound off one reel onto the spare one — then the correct end is run out first every time.

The second fleet of ropes, which is run out after the net has been set, does not need turning since it is always set from the net end first and stays the correct way round. Quite a number of features

of *Fruitful Harvest III* are aimed at increasing safety.

Each rope reel has its own set of independent brakes, plus forward and reverse controls in the wheelhouse, so no one need be on deck when the ropes are being run out or hauled.

The bulwark is raised aft of the deckhouse to give the crew greater safety when they are handling the net, and a window set in the after end of the wheelhouse gives the skipper a good view of the gear being hauled in.

Skipper Reid decided to keep the boat's equipment as simple to repair and maintain as possible. He told *Fishing News* that the cost of repairs and overhauls are so high, particularly in *Peterhead* where there is competition from oil industries, that it is best to have equipment the crew can deal with themselves.

For instance the boat has 24V electrics, which are safer to handle and more economical than higher power systems.

Built by James Noble (Fraserburgh) Ltd., *Fruitful Harvest III* has a transom stern and beam of 22ft. She was designed by naval architects, G. L. Watson and Co., and is quite full aft but fairly fine forward. This gives

greater speed and prevents her from 'thumping' in the sea. She has a tonnage under Scottish Part IV registry of 47.89 and is of traditional Scottish seiner layout below deck.

Propulsion is provided by a Gardner 8L3B engine which gives 230 hp at 1,150 rpm and drives the Bruntons propeller through a Twin Disc gearbox of 4.5:1 reduction ratio.

The larger propeller, and bigger reduction ratio, is estimated to give about 25 per cent more power.

Driven from the main engine are a Gilhoir Gilkes and Gordon Higgs and general service pump and a Transmotor 24V generator.

Winch pump

The auxiliary engine is a Gardner 6LX which gives 120 hp at 1,500 rpm and provides power for another Transmotor generator and GGG pump. It also drives the Dwyer variable displacement hydraulic pump for the winch and the pump for the power block and rope reels.

The hydraulic pumps are driven from the auxiliary engine, so that all the power of the main engine is available for propulsion. A total of 2,000 gallons of fuel oil are carried in engine room and fuel tanks.

There are also storage tanks for luh. and hydraulic oil, which can be discharged into the service tanks so there is no need to have oil drums cluttering up the engine room. Ventilation is provided by three 8½ in. fans and by natural vents.

A master switch in the engine room turns off all the electrics when the boat is tied up between trips. This prevents the risk of fire should someone not turn off a switch.

Located in the shelter of the whaleback, the seine winch is the new Mk. 11 model from the Northern Tool and Gear Co. of Arbroath. It has worm and worm wheel drive and is fitted with a Dowmatic high speed, low torque, motor.

The design of the winch is such that any one of a number of motors could be fitted.

The 24 in. power block, mounted on a single-reach derrick aft of the deckhouse, and the unloading winch on the whaleback, are of Loasie Hydraulics manufacture.

Any two of the three rope reels can be used for hauling the ropes. If rope is damaged, it can be wound on to the spare drum for repair when the haul has been completed.

The shooting bolts fitted on the rail port and starboard have a bar across the top, so the ropes cannot leap out and travel back along the deck when they are being run out.

The midship rope leads, made by A.F. Engineering of *Peterhead*, are of the greased-pin type; these are more rugged and simple than the usual ball-bearing types.

Thought has also been given to keeping the catch in good condition. The fishroom

is insulated with cork on the deckhead and bulkheads, and the two ice scuttles are watertight.

There are no joints in the hydraulic pipes where they pass through the fishroom, so there is little danger of oil leaking onto the fish. To aid insulation the fishroom hatch is wooden, but is fitted with an aluminium cover.

It has been possible to make the fishroom longer than usual, as there is no hydraulic power pack at the fore end of the main engine.

The fishroom is 27 ft. long and is fitted with aluminium stanchions and wooden pond boards; it is arranged for carrying fish in boxes.

Masts and deckhouse are of steel and the whaleback is aluminium. Chalmers deck floodlights are fitted.

The wheelhouse has Iver Christiansen Skagen windows and a Wynstrumts straight-line wiper is fitted. A Wynstrumts pendulum-type wiper is mounted in the aft facing window.

Wheelhouse equipment includes 'Sailor' T122 R105 radio telephone; 'Sailor' RT144 vhf set; Simrad RW watchkeeping receiver; Simrad SL sonar; Kelvin Hughes MS44 echo sounder with BLT scale expansion unit; and Decca RM914A radar, Super 101 radar, 450 autopilot, 350 T track plotter, and two Mk.21 Navigators.

Also fitted are a Bostrom skipper's chair, Tenford H100ESG steering gear, Fiam horn and Francis searchlight.

Skipper Reid explained that the sonar would be used for 'picking up the ground' and the MS44 sounder for fish detection.

Another feature is the tape recorder which will be used to record weather forecasts.

The messdeck and galley is housed below the wheelhouse and is fitted with a New World gas cooker and Vaillant water heater, plus a small TV.

Trunking

An unusual arrangement has been made for heating the crew's cabin, below deck aft. Fresh air is drawn down through trunking via the engine exhaust system; this utilises heat from the exhaust which is normally wasted.

The system is isolated from the exhaust so no fumes can get into the cabin. Heating in the wheelhouse is by the same arrangement.

Fresh water is carried in a tank at the stern and there is an automatic hot and cold water pressure system.

Fruitful Harvest III will be using British Ropes Sea Star 24 in. seine ropes, which have been made in 240 fathom coils rather than the usual 120 fathoms, so that there will only be half the number of splices.

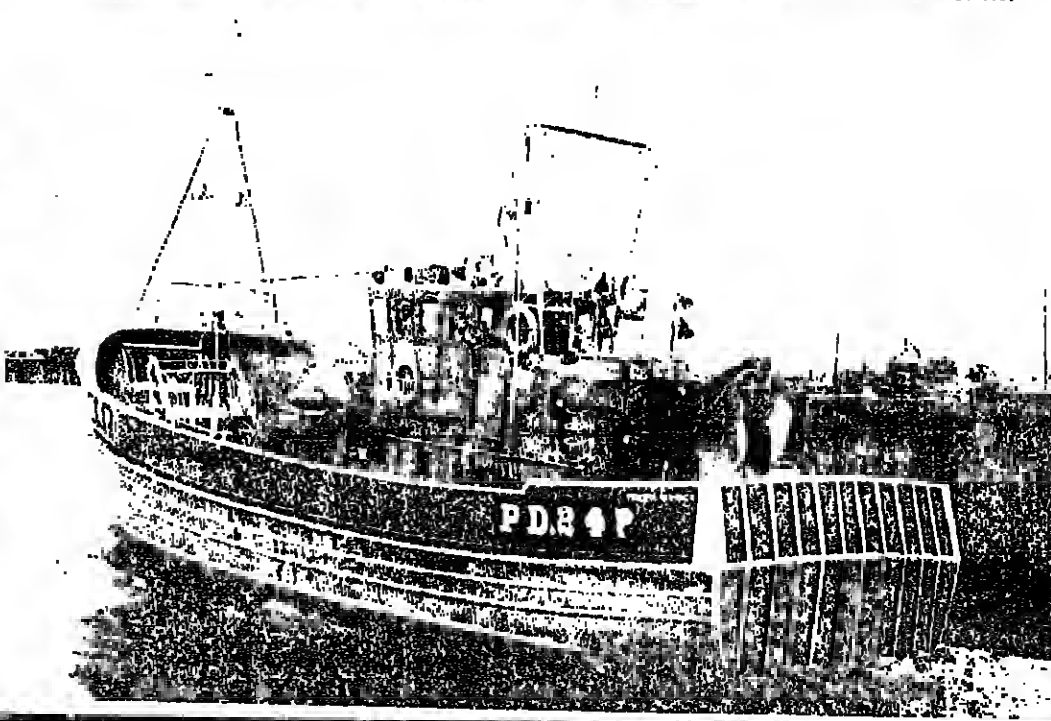
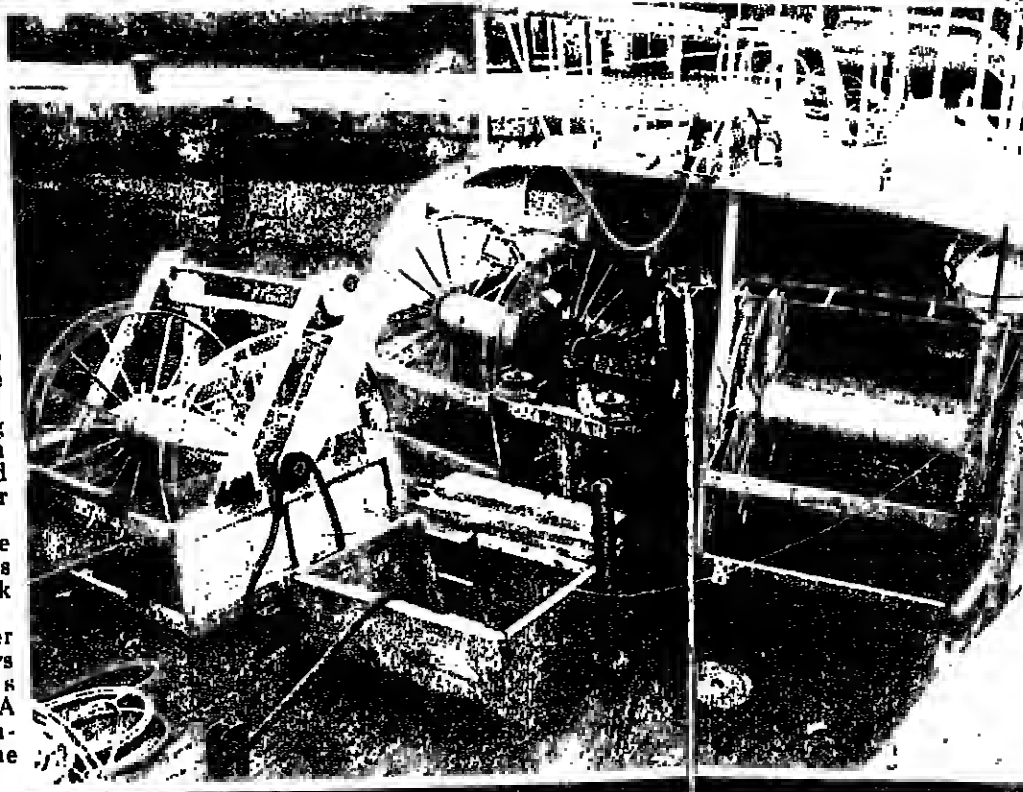
It is feasible to use these longer coils with storage reels as they do not have to be heaved around manually.

Skipper Reid has tried working a few of the longer coils on his previous vessel, *Fruitful Harvest* (PD 47), sold to owners in Port Seton.

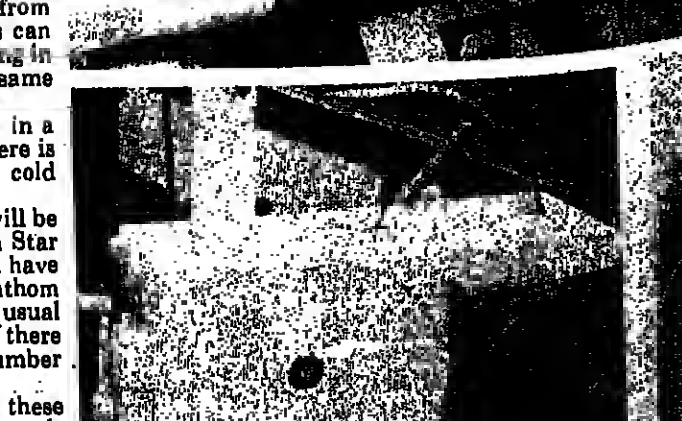
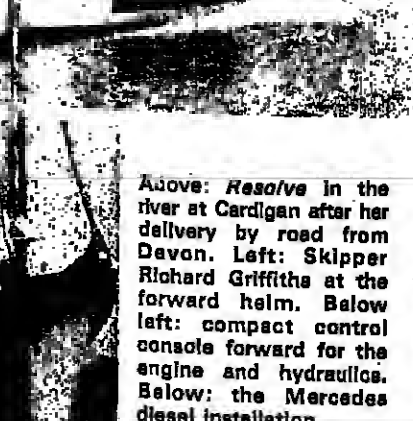
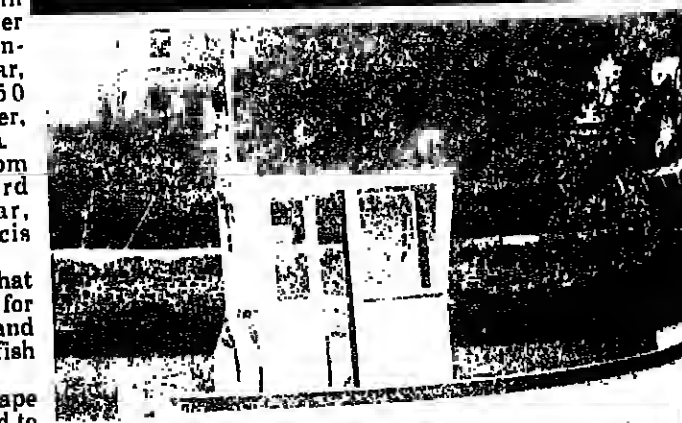
THREE DRUMS ON NEW PETERHEAD SEINER



Skipper Robert Reid (third from right) with his crew aboard *Fruitful Harvest III*. Left: three-drum system Skipper Reid had fitted so that the seine ropes can be turned. Below: *Fruitful Harvest III*.



Resolve — an ideal one-man boat



DECIDING on where to go for a new fishing boat is never easy. Even when you decide on a GRP hull, there is still a bewildering choice.

Richard Griffiths of Moyle Grove, near Cardigan, chose a Saltram 24 largely because the price and delivery date were right. As it turned out, delivery was delayed by two months which lost him fishing time as he had already disposed of his old boat.

The Saltram 24 is both moulded and fitted out by K. R. Skentelbery & Sons Ltd. of Plymouth and is of traditional round bilge design with a transom stern. A deep skeg runs aft to form the support for the propeller.

On *Resolve*, as the new boat is named, the skeg has been reinforced with a wooden strip which in turn is protected by a steel band, so that the boat can be beached with impunity. Five-inch wooden bilge keels enable the boat to sit more or less upright when dried out.

For overhaul or repair work in remote localities, *Resolve* is fitted with an eye glass in the foretop by which the boat can be hauled clear of the beach by tractor. Another modification is the fitting of protective steel struts each side of the skeg, hopefully to keep ropes out of the propeller.

The hull is reinforced with transverse moulded frames. The marine plywood deck is fastened to a moulded shelf and is self-draining through large freeing ports.

The hauling area on the starboard side, forward, is protected by a moulded GRP replaceable panel and half-round plastic tube is fitted over the bulwark top. The remainder of the wooden bulwark capping is protected by half-round brass strips.

This could produce undue corrosion where it is placed in close proximity to galvanised fittings forward.

The engine is a Mercedes OM 636 diesel producing 46 hp maximum and 36 hp continuous. This engine was chosen in preference to a British unit because Skipper Griffiths was assured by Mercedes that there was a service engineer at nearby Aberystwyth.

When he tried to contact the engineer, he was told that he had left for France. Now the nearest engineer is at Plymouth — expensive when he charges 10p per mile and £3 per hour.

The engine installation is neat with most auxiliaries accessible, except the oil filter which is very difficult to replace because the recommended clearance has not been left.

Some of the electrical fittings are placed where water leaking through the engine hatch could cause trouble and, already, there are signs of corrosion.

The TMP gearbox has a 2:1 reduction and drives the propeller shaft through a flexible coupling, even though the engine is solidly mounted. A Cutlass bearing supports the outboard end of the propeller shaft.

A Dowty hydraulic pump is driven from the front of the engine via a flexible coupling. This supplies power for the North Sea Winches line hauler and cepstan end for the PNP Duerr power block.

Controls for both these units are placed in a very neat control box mounted forward, which also has duplicate engine and steering controls. This greatly simplifies one-man operation and lessens the chance of an accident.

The large hydraulic oil tank is mounted on the port side of the engine compartment, with the 35-gallon steel fuel tank in the bilges below.

Forward of the engine compartment is a small fish hold, with access from the deck through a hatch secured by rather puny over-centre catches. Both this hatch and the engine hatch are varnished, but a more durable finish would have been more appropriate for a fishing boat.

Sturdy mooring posts are fitted fore and aft. The bow roller is too small and has insufficient lip to give safe anchoring. A mast with a derrick is fitted forward and there is a short davit to starboard for the block.

The wheelhouse is aft and contains a Pergraph 240 recording echo sounder and Seatrol compass. A searchlight and floodlight are mounted on the wheelhouse top, together with the fishing lights.

Telex cable steering is fitted with a separate cable to each steering position. These connect at the short tiller which controls the rudder hung outboard on the transom. Bilge pumping is covered by a Whale 25 pump mounted in the wheelhouse.

This Saltram 24 is basically a fine boat. Its initial stability seems poor until you realise that this is only a 24-footer. The beam of 9 ft. 4 in. is generous, but the hull is very easily driven giving good fuel economy. Cruising speed is 7½ knots.

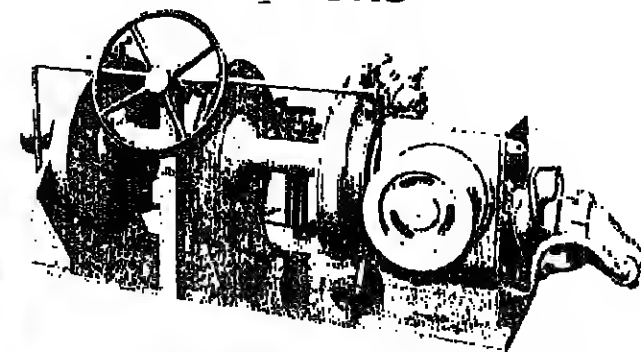
Resolve is built to WPA standards and the small defects noted are more likely the result of the building firm concentrating on yacht production in recent years.

It has built many fine boats in the past and the Saltram 24 looks good to maintain its reputation. Priced at around £8,000, *Resolve* is good value for money.

Dag Pike.

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Welsh port's fleet 'gone'

THREE years ago there were 28 vessels fishing from Barmouth. Now, there are only three boats working full-time.

Main reason for the decline is the queen fishing, which attracted many vessels to the area when prolific beds were discovered offshore and the market took all that could be caught.

No queens are fished at the Welsh port now and the three remaining boats are employed on potting lobsters. When queen catches dropped and the market contracted, many of the boats turned to trawling. However, the lack of a suitable market has led to losses and, one-by-one, the trawlers were put up for sale.

Barmouth is badly placed for marketing fish. The port is a long way from the markets at Milford Haven and the Midlands. Fishermen have been unable to agree to the setting up of a co-op to market their fish, so it was left to individual fishermen to sell their own catches.

Lobster landings so far this season have been poor and there are doubts as to how long the remaining vessels can keep operating.

Tony Page, who owns two of the remaining boats, Tyche and Boy Nick, is thought to be looking for buyers for these craft.

'YES' TO MINI SHIELDS PLAN

A £4m. SCHEME to improve North Shields fish quay got the go-ahead last week and work could start during this financial year.

North Tyneside Policy and Resources Committee approved the scheme and expressed the hope that the council's efforts might get the £8m. fish dock plan, shelved last year, started again.

Since Government support for the main scheme was withdrawn, officials of North Tyneside and Tyne and Wear have been looking at alternative schemes.

Following talks with merchants, vessel owners and the Port of Tyne Authority, a three-phase scheme has been drawn up aimed at clearing the worst buildings away from the quay, renovating others and tidying up the area.

Also included in the scheme are new units for filleting and processing fish, better ice-making facilities and new roads to end the present congestion.

Reporting to the committee the chief executive, Brian Lincoln, said the scheme will help an established industry which provides a significant proportion of jobs.

"If the recent Icelandic settlement has any effect, it will be to the advantage of North Shields at the expense of those ports which are principally dependent on deep-sea trawlers."

"The provision of larger and more modern premises will encourage traders to increase their operations and consequently increase the number of jobs."

Phase one of the scheme is to develop 15 processing units of 800 sq. ft. each, north of the New Dolphin Inn, with new access roads; acquisition of the vacant Purdy's building and the leasehold interest, and demolition of the old market sheds and relocation of the processors in the new units.

Some general improvements will also be done.

In Phase two Purdy's building will be demolished, 12 more processing units built and the units opposite the existing market sheds modernised.

Phase three provides for

the renovation of the units on Union Quay.

The committee has given authority to the borough treasurer, Ken Stokes, to apply for all the available grants from the Government and the Common Market. It is estimated North Tyneside Council will have to find about £357,000.

The deputy leader of the Council, Councillor Gordon Adam, said the scheme was North Tyneside's answer to the faint hearted people who would not sanction the major scheme last year.

Councillor Adam said that he hoped the council's efforts, together with the County Council, would provide the basis which will ultimately bring the major scheme in again.

Gear expert starts firm

A RANGE of Scandinavian products will now be available through a new company set up by one of the best known personalities among suppliers of fishing equipment in Scotland.

For many years the managing director of Bridport-Grundy (Scotland) Ltd., Hugh Norman resigned to establish his own fishing gear supply firm.

Hugh Norman (Marina Sales) Ltd. has its registered office and stores at Ythan Cottage, Invershrie, by Elton, Aberdeenshire. Telephone Schivos 358 (STD 03587).

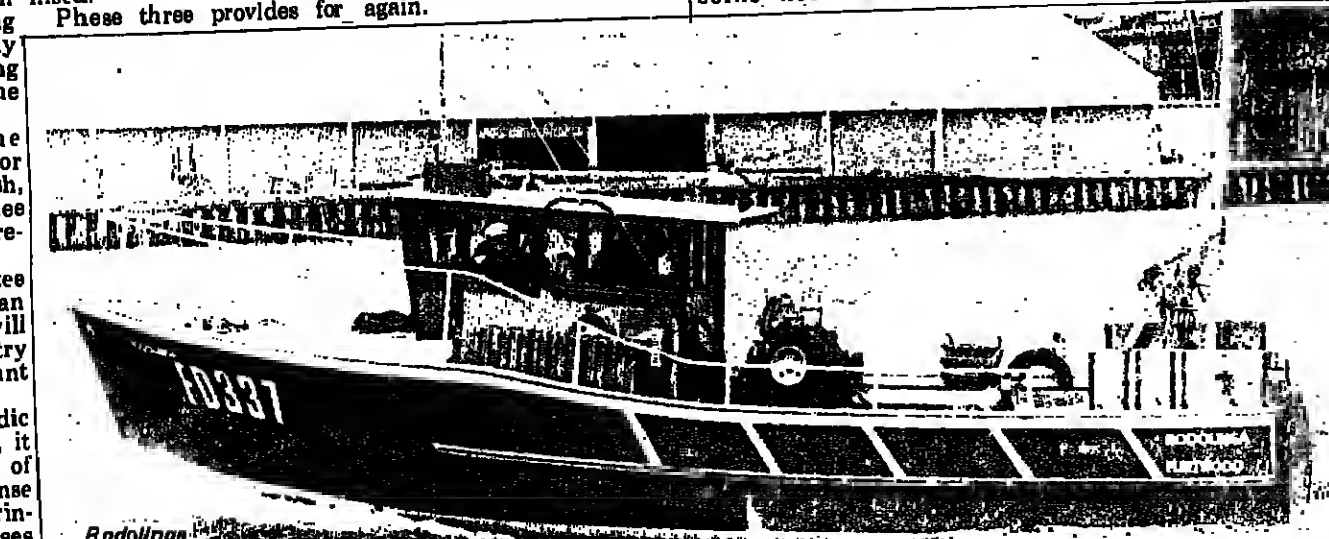
The company will represent Sagenet Norway (A/L Fiskernes Redskapsforlik, Finnnes), a leading purse seine net makers which



Hugh Norman

produce a wide range of gill nets, trawls, ropes and twines. Other agencies include Scanmarin of Oslo (makers of inflatable and solid floats) and Panther Plast of Denmark (Nukalon floats).

Floats will be available from stock, along with purse net panels, ropes, mending twine and other gear.



Rodolings

Fleetwood's third Tyler boat

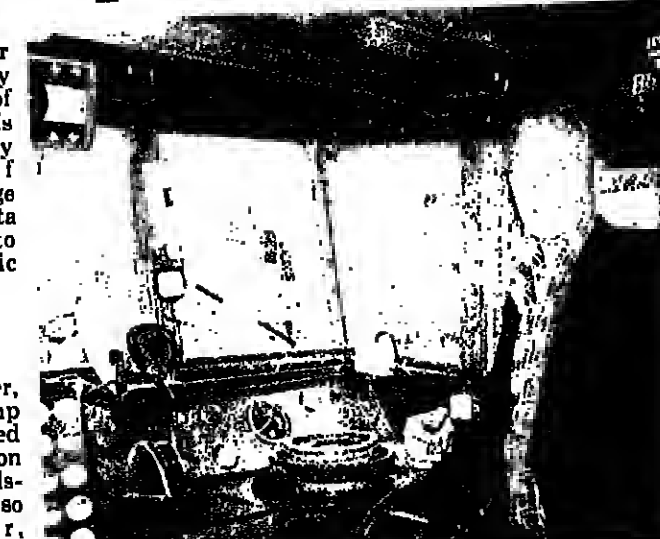
FLEETWOOD'S newest GRP vessel, the 37ft. Rodolings, has recently completed trials and is now fishing from the Looe caahire port.

She has been built for Skipper Roy Mitchinson by Kellett and Milner Ltd., of Morecambe, Lancs, and is based on a hull moulded by the Tyler Boat Co. of Tonbridge, Kent. This brings the number of GRP boats working from Fleetwood to four — one from Halmatic and three by Tyler.

Winch

This latest stern trawler, powered by a Lister 138 hp engine which gave her a speed of 9.5 knots at 1,900 rpm on trials, is fitted with Willis-Ridley steering gear. She also has a Decca Navigator, Seavoice radio, Seascribe echo sounder and Neco autopilot, plus Brixham trawl winch and a Calor gas cooker.

She has a fuel capacity of 300 gallons and carries some



Skipper Roy Mitchinson, skipper-owner of Rodolings, in her wheelhouse. The boat is a GRP-hulled 37-footer.

fishing news

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Rodolings has been compiled from the names of the Mitchinson family — Roy from Roy; do from his wife Doreen; in from his daughter Linda and ga from his son Gery.

Kellett and Milner built the other two Tyler boats which work from Fleetwood plus two smaller Tyler-based boats working out of Morecambe.

A spokesman for the builders said on Monday that the yard has no orders at the moment to fit out other GRP vessels, but has just completed some launch work.

Propeller nozzle Net drum for a 50-footer

"CAN WE increase the power of our 47ft. x 13ft. trawler by having a propeller nozzle fitted instead of installing an engine of higher horsepower?"

"We should be grateful if you can tell us where we can get expert advice about this."

You could get expert advice from the Kort Propulsion Co. Ltd., Royal Albert Dock, London E16 2QX, or the company's Scottish agent Mr. R. Beattie, 78 Chamberlain Road, Glasgow G13 1SN; from the Anglo-Saxon Marine Construction Co. Ltd., 4 Creechurch Lane, London EC3 5AY; or from C. F. Wilson and Co. Ltd., 166 Constitution Street, Aberdeen which is UK agents for the sale of Dutch Van Voorden "Hodi" nozzles.

"CAN YOU tell us what are the advantages of using a net drum for hauling and handling firstly mid-water trawls and secondly bottom trawls?"

"Also where we could get details of a drum suitable for use in a 50ft. stern trawler?"

The main advantages of a net drum when mid-water trawling are said to be that heavy catches are brought in-board quicker, with less wear on the net, and catches are usually of higher quality, because of even loads.

It is essential, when big catches are made with mid-water trawls, that they are brought aboard while the fish are still buoyant as their deadweight is likely to exceed the strength of the gear.

If a drum is used a net can

John Burgess' Log



be hauled quickly with the load evenly distributed.

If a power block is used, a trailing loss has to be maintained on the net by the crew to minimise slipping on the sheave. But however much care is taken, some slipping will occur and the net weakened.

If a net drum has a mean drum power approaching a boat's bollard pull and is installed in the right position, it will haul a greater weight than a power block without the need for any manual effort and without chafing knots.

It will enable a net to be hauled at a higher speed than with a block — by only one man.

Meanwhile, other members of the crew are free to guide and clean the net as it is reeled in. With a drum operated in this way, a net can be hauled at about 80ft. a minute reducing to 30ft.

The advantages of using a drum to handle bottom trawls are not so marked, as loads to be handled are less and speed of hauling is not so critical.

But wear on a net is likely to be less when it is hauled evenly on to a drum instead of by means of quarter ropes and lazy decies.

I received much of this information from Mr. C. M. Stacy, C. Eng. MRINA, who has studied the requirements of mid-water trawl operators on the south coast of England very closely and whose firm, South Western Mechanised Fishing, can now supply two types of net drum suitable for use in 40ft.-60ft. mid-water or bottom trawlers.

It makes drums with mean drum hauling capacities of 54 and 4 tons corresponding to 14 and 10 tons respectively. (Although bare drum hauling capacities are often used to describe performances of

South Western Mechanised Fishing's hydraulic rope drums fitted on *Rose of Sharon* and *Spaven Mor*.

These have a number of features to commend them; in particular the accessibility of slip rings and test points at the inboard cable end which enable electrical faults to be traced and rectified with minimum delay.

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... props in cast iron

EARLY in June a reader wanted to know where he could get a cast iron propeller — urgently.

I told him that Bamfords of Stockport is always prepared to quote for supplying cast iron props.

If you should need one Belsize Boat Yard, 44 Priory Road, St. Denys, Southampton, has a quantity in stock.

Shellfish gen

SINCE I listed a number of sources of information on June 4, I have learnt that the Director of The Shellfish Association of Great Britain, Fishmongers' Hall, London Bridge EC4R 9 EL, is always willing to answer queries about handling, processing and marketing shellfish. If advice is needed urgently, call 01-626 3531.

Winkie light

"I WANT to get two winkie lights like those used by ring net boats."

"Can you send me the name and address of any firm which can supply this type of light?"

A firm which makes a flashing light that might suit you is The McMurdo Instrument Co. Ltd., Rodney Road, Portsmouth, Hampshire.

It is called the Apollo and consists of a rigid, moulded plastic case containing a dry battery powered flashing unit, lamp and dome.

A mercury switch in the flashing unit for the light operates automatically when the case is in an upright position. When powered by four new Ever Ready LFU 11 batteries, it will flash for 48 hours continuously.

Suppliers of flashing lights include Greenham Marine, Cosalt and Loseberry Enterprises.

The light obtainable from Greenham Marine Ltd., Eneco House, The Quay, Poole, Dorset, is known as the Marker Flasher Type MF-1101.

It is powered by dry batteries and will continue to flash for about seven days without their being replaced.

Cosalt Ltd., Fish Docks, Grimsby, or any of its branches, can supply two types of flashing light designed mainly for use on dehn buoys.

One is known as the Aurora Flashing Buoy Light and is visible at over two miles; the other is the Heeperus Flashing Buoy Light, which is visible at over three miles.

Both are powered by dry batteries and incorporate a light sensing cell which switches them on at dusk and off at dawn.

I think flashing lights made by Autronica A/S in

Trondheim, Norway, are probably as efficient and ruggedly constructed as any you can get.

Autronica make two types of lights, one for use on net markers and the other for use on dehn buoys.

The net buoy light (LC-2) consists of a cylindrical brass battery container with a lamp at one end and a screw fitting at the other. It is designed to be fitted through the centre hole in a dehn buoy float with the fitting at the bottom attached directly to the net headline.

The dehn buoy light (LC1) consists of a water and corrosion proof battery container with a switch designed to be attached to a dehn buoy staff just above the float, a length of insulated cable and a lens unit with pulse generator, designed to be lashed to the top of the staff.

Both net marker and dehn buoy lamps emit flashes of white or red light, visible up to three miles, at a rate of about 75 a minute. They will do so continuously for about 100 hours before the batteries are exhausted.

Autronica lights are obtainable in the UK from Loseberry Enterprises, Loseberry, Claygate, Surrey.

Latest of all winkie lights to be introduced are the Seeflash Mk. 2 and Mk. 3 devices made by Pains-Wessex Ltd., at High Post, Salisbury, Wiltshire.

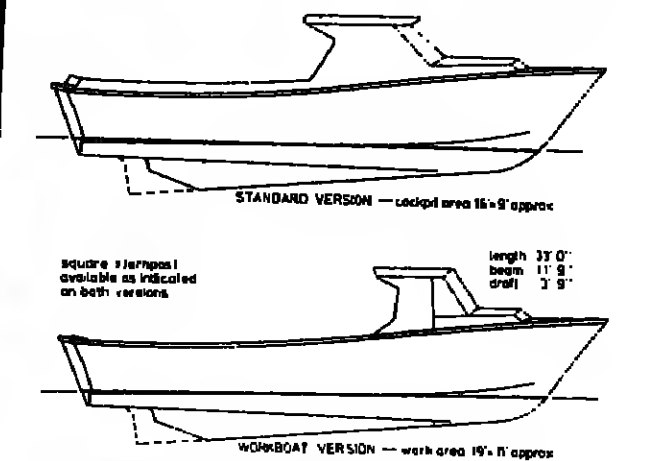
These are similar in size, construction and method of operation to the McMurdo Apollo light, but are powered by five 1.5 V. HP2 cells which enable them to continue to flash for 100 hours or more.

Difference between the Mk. 2 and Mk. 3 is that the Mk. 3 is fitted with a silicon photo transistor which switches the light on at dusk and off at dawn.

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